Note 1 : A service operated on a Category-I route as a part of international air service will not be reckoned for the above purpose.

Note 2 : Capacity deployed will be reckoned in Available Seat Kilometres. (ASKM).

Note 3 : On multiple sector routes like Delhi-Calcutta- Guwahati-Imphal, the capacity provided on Delhi-Calcutta sector will count towards Category-I, that provided on Calcutta-Guwahati sector will count towards Category-II and the Capacity on Guwahati-Impsal sector will count towards service exclusively within Category-II.

Development and growth of private Airlines Industry

3085. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the PHD Chamber of Commerce and Industry has submitted a 10 point strategy for development and growth of the private airlines industry in the country;

(b) if so, what are the details thereof, and

(c) what is Government's reaction thereto?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Some of the important suggestions made by the Chamber are as follows:—

(i) Making available repair and maintenance facilities of Indian Airlines to Air Taxi Operators.

(ii) Upgradation of services being provided to Air Taxi Operators by International Airports Authority of India and National Airports Authority.

(iii) Change in the orientation of the two airport Authorities.

(iv) Indian Airlines should provide ground handling facilities to Air Taxi Operators.

(v) Reduction in the Price of Aviation Turbine Fuel.

(vi) Removal/reduction in Inland Air Travel Tax.

(vii) Indian Airlines should sign an interline agreement with private carriers.

(viii) Review of cancellation rules of Indian Airlines.

(ix) Air taxi operators should be allowed to undertake international charter flights and NRIs should be allowed to travel on international charter flights.

(x) Fares should not be regulated.

(xi) State Governments should be prevailed upon to provide basic facilities at smaller airfields.

(c) The aforesaid suggestions have been noted.

Per capita expenditure on tourism

3086. SHRI BRAHMADEO ANAND PASWAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is per capita national expense on tourism:

(b) what is per capita Statewise expense on tourism in Goa, Haryana and Bihar;

(c) since when discrepancy if any, is existing; and

(d) when Government will remove this discrepancy and pay backlog to Bihar?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Based on the population estimates for 1991, the per-capita plan allocation for tourism development at the national level was Rs. 2.09 during 1992-93. The similar estimates in respect of Goa, Haryana and Bihar were Rs. 25.36, Rs. 1.55 and Rs. 0.60 respectively. The budget allocation for the development of tourism is however not being made on the basis of population.

(c) and (d) The development of tourism is primarily the responsibility of the